SI.No	Vessel	Yr	GT	DWT
3	Chhatrapati Shivaji	1974	47,690	89,490
4	B.R. Ambedkar	1974	47,690	89,454
5	Rajendra Prasad	1975	63,460	115,853
6	Satyamurti	1975	47,690	89,451
7	Lokmanya Tilak	1975	47,690	89,411
8	Maharshi Karve	1978	66,926	123,465

Statement-Ill

Details of ships built before 1982 *with SCI*

SI. No.	Vessel	Yr	GT	DWT
1	Netaji Subhas Bose	1973	47,690	89,392
2	Vivekananda	1974	47,690	89,371
3	Chhatrapati Shivaji	1974	47,690	89,490
4	B.R. Ambedkar	1974	47,690	89,454
5	Rajendra Prasad	1975	63,460	115,853
6	Satyamurti	1975	47,690	89,451
7	Lokmanya Tilak	1975	47,690	89,411
8	Maharshi Karve	1978	66,926	123,465
9	C.V. Raman	1981	25,040	41,123
10	Jhulelal	1981	13,279	19,980

Entry of old vessels in ports

108. SHRI PREM CHAND GUPTA: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Paris MOU, an organisation of 20 IMO member countries, that monitors international standards has stipulated

that certain categories of old vessels would be disallowed from entering its member ports without permission and inspection of its safety standards;

(b) whether 36.5 per cent of our vessels which are 20 years old and 42.5 per cent which are 10 years old would be affected; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIP KUMAR MANSUKHLAL GANDHI):(a) Yes Sir. Paris MOU, a regional organization of 20 IMO member countries mainly from the European Region established to co-ordinate Port State Control inspections in the Region, is going to introduce some new requirements with effect from 22nd July, 2003 on all the vessels entering ports of its member countries. Under the new requirements, some of the vessels may be refused access on the basis of number of detentions under Port State Control in the Paris MOU region in the previous 2 years.

(b) and (c) There is no separate category proposed to be created under the new requirements between vessels of 10 years age and vessels of 20 years age and over. Categorization of the vessels under the new requirements which will be subjected to mandatory expanded inspection every 12 months is on the following lines :

- Oil tankers over 3000 GRT and over 15 years old.
- Chemical and Gas carriers over 10 years old.
- Bulk carriers over 12 years old.
- Passenger ships over 15 years old.

In addition, new stipulation relates to inspection of ship on the basis of target factor which includes elements like previous inspection records of the ship, flag states rating based on performance of its ship under Paris MOU, classification status, type and age of the vessels. Any vessel, which has a target factor of 50 or more will be subjected to monthly inspections, if it calls Paris MOU member countries ports. Since the criteria as stated above are not based on age of the vessels being

over 20 years and 10 years, the projected percentage figures are not apply. However, considering the Port State Control detention details of Indian ships since January 2002 under Paris MOU, no Indian ship comes in the above categories *i.e.* the ships which can be refused access or will be required to be inspected every month. In so far as expanded inspection requirements are concerned, Indian tankers, passenger ships, chemical and gas carriers do not generally operate in Paris MOU region. Therefore the new requirements of expanded inspections will affect only the Indian bulk carriers of over 12 years in age and most of Indian bulk carriers are in this age group. However, under the Safety Convention requirements all the ships are required to be in full readiness always to undergo expanded inspections successfully.

Winding up of CSWB

109. SHRI P. PRABHAKAR REDDY: Will the Minister of SOCIAL JUSTICE AND EMPOWERMENT be pleased to state:

(a) whether it is a fact that CAG, keeping in view the functioning of the Central Board for Social Welfare has suggested its continuance as useless;

(b) the amount allocated to the Board during the last five years;

(c) the details of the works done by the Board for bringing improvement in the condition of the deprived class of society so far alongwith the number of people benefited from it; and

(d) the agency responsible for monitoring the allocation on made by the Board to various voluntary organizations alongwith their expenditures?

THE MINISTER OF STATE IN THE MINISTRY OF SOCIAL JUSTICE AND EMPOWERMENT (SHRI NAGMANI): (a) No, Sir. The CAG in its final report had dropped this para.

(b) The amount allocated to the Board during the last five years are as under: